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CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

COUNTRY USED:

SUBJECT Conditions in the Kaliningrad Oblast: Administration/
Harbor and Railroad Reconstruction/Industries/Military
Activity.

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2. "The entire Kaliningrad Oblast is strictly isolated from both Poland and Lithuania. In order to visit it every Soviet citizen must produce a special MVD pass. The territory is subordinated to the GULAG (Central Administration of Labour Camp) in Moscow. It is administered like a camp."

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 the MVD chief at Cherniakovsk is called (fnu) Verashchagin and the MVD centre for the entire oblast is at Cherniakovsk.

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3. "The civilian administration of the territory consists of MVD men and of so-called free citizens who in most cases are former prisoners now in GULAG employment. The MVD men are Soviets as a rule.
4. "Farming is carried on by sovkhozes which are actually prison camps. Some of these sovkhozes are called kolkhozes but differ in no way from the camps called sovkhozes. The prisoners are mainly of Caucasian and Asian origin. Many of them know only a few words of Russian. The majority were formerly POWs in Germany. Conditions in these camps are better than in the ordinary Soviet slave camps in Central Siberia. The mortality is not so high, but the surveillance is perhaps stricter.
5. "All industrial undertakings operate as promitkhikai ie the territories of the factories have been turned into slave camps where all the work is executed by prisoners. There are special mobile brigades of prisoners for special tasks, eg, work on highways and railways, work in the harbours, certain building works. These brigades are usually subordinated to the administration of one of the three transit camps in the oblast. They are kept separated from the prisoners in the permanent camps and have little contact with them."

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6. "The smaller towns are still in ruins and virtually uninhabited except for the industrial areas. The better villas and residential houses in the suburbs have been requisitioned for Soviet officials. As a rule there is only one cooperative store in the smaller towns and an MVD shop for the higher officials.

Harbour and Railway Reconstruction

7. "In Kaliningrad, on the contrary, rehabilitation has made some progress since 1951. The modern harbour on the left bank of the Prigel River has been put in order: the harbour basin has been dredged of all flotsam, the wrecks removed and the harbour deepened. Everywhere new 3 and 5 ton cranes have been set up and there are three large floating cranes in the harbour. A large part of the harbour has been allocated to timber export. Many new concrete warehouses have been built.
8. the Koenigsberg See-Kanal' which is 50 km long and leads to Pillau (Zataysk), has also been cleaned and put in order. The depth of that canal is said now to be 3-4 meters.
9. "The traffic in the Kaliningrad harbour is not very lively: the ships that call there are mostly Soviet though some fly the Panamanian flag. Traffic is liveliest with Leningrad. In the summer many river boats come to Kaliningrad and continue on to Leningrad and the interior of Russia.
10. "The quays in the free port and in the more modern part of Kaliningrad harbour have been fully rehabilitated and provided with a Soviet gauge railway track. that by the autumn of 1946 the entire railway network in the territory had been converted to the Soviet gauge. The only Western-gauge railway was in Bagrationovsk.
11. "The railways are operated by Soviet railwaymen. they are the only in the Kaliningrad Oblast who are not directly subordinated to MVD. The

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Soviet railwaymen seem to have no freedom of movement. In Kaliningrad while waiting for train connections they must sit in their clubs and stay within a special area around the station.

12. "All the large viaducts around the central station in Kaliningrad have been fully - not provisionally - rehabilitated. There are very few passenger trains. Once daily a train with passenger cars leaves Kaliningrad for Leningrad and Moscow via Eidskuhen; another train goes to Tilsit and Klaipeda, and two trains go daily to Cherniakovsk. Only goods traffic takes place by night. The connection by sail boats between Cherniakovsk and Kaliningrad is quite lively. At least 10 tugs operate on this sector of the Pregel river
13. "The old Kaliningrad harbour near the old city is reserved for the frontier guard troops who keep their speedboats there for guarding the coast [redacted] the number was certainly over 50. There was also a shipyard where ships are built. In early 1952 [redacted] three ships [redacted] built [redacted] they were ordinary merchant ships. Soviet warships, such as destroyers and torpedo boats, seldom come to Kaliningrad. They have their base at Pillau (Balтийск).

Kaliningrad vs. Cherniakovsk

14. "In the central part of Kaliningrad the ruins and rubble have all been cleared away. [redacted] most of the main streets looked decent and in order. They had shops which were even weakly lighted [redacted] the small streets were not yet free from rubble. The MVD has its premises and prison in the former castle. The GULAG administration is not in Kaliningrad but at Cherniakovsk. Cherniakovsk appears to be a military headquarters. It is full of soldiers; even high Soviet officers can be seen there. To the southeast of Cherniakovsk almost a new town has sprung up with large modern functional apartment houses where the families of the officers of high rank live. There are also two large airfields close to the town and a lively traffic can be observed in the air.
Industries
15. "Only two of the former large grain mills in Kaliningrad are in operation [redacted] one of them lies in a part of the town formerly called Sachheim, or something like that. [redacted] very difficult to get [redacted] bearings in the territory as all the old German names have been replaced with new Russian names [redacted]
16. "In Kaliningrad, on the other side of the central railway station [redacted] a large new automobile plant has been built. It consists of large halls for repairs and assembly. No signs have been put up at the entrance. [redacted] the plant was a branch of an automobile and tractor factory in Gorki, USSR.
17. "In the western part of Kaliningrad there is a wood pulp factory. When the wind blows from the west the air in the harbour is simply poisoned by the stench.
18. "In a small place on the right bank of the Pregel, about 15 km from Kaliningrad, a large modern steel foundry was under construction in 1951. That autumn it looked as good as finished.

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19. "In the Kaliningrad Oblast there are two large underground chemical factories where explosives are manufactured. One is situated about 20 km south of Tilsit (Sovetsk). A railway siding runs to it from the Kaliningrad-Tilsit line. The other is near Labiau (Polotsk).

20. [redacted] a factory for automobile tires has been built in Kaliningrad and [redacted] it manufactures some other rubber articles too. Its raw material is the juice of kok-sagyz, a plant cultivated on many sovkhozes of the country and also imported from the Lithuanian SSR and from the Belo Russian SSR.

Military Activity

21. "There are many Soviet troops in the Kaliningrad Oblast. Judging from the traffic of military cars on the highways and of the goods transported by the railways, these troops must be motorized. On the Cherniaikov-Kaliningrad railway the military motor traffic is lively; one sees many Willys jeeps, military trucks and motorcycles. Motor traffic in Kaliningrad itself is also intensive. Most of the MVD officers drive about in cars. Some of the sovkhoz car are driven on producer gas." [redacted]

22. [redacted] The largest number of planes taking part in such an exercise was 25. Some of these exercises were conducted by night. In July 1951 some paratroopers approached the bivouac [redacted] and asked for the nearest highway. They were young boys in new uniforms armed with automatics and MP. [redacted] they must have come from Central Russia.

23. [redacted] Soviet sailors were seldom seen [redacted]. Kaliningrad now has almost 200,000 inhabitants, including the slave workers in the industrial enterprises.

24. [redacted] new barracks and military camps were being built in the country, especially in the eastern parts of the oblast. The barracks were built of timber and bricks (the so-called Prussian wall). Sometimes they were isolated in forests or on shores of lakes. Usually they were built close to large sovkhozes which could provide the troops with food. The presence of barracks in certain places was evidenced by the many military trucks on the nearby roads.

25. [redacted] In 1946 the new gauge had been laid on the old sleepers which did not bear up well and weakened the whole line. [redacted] brigades also laid down the track on the new bridges, reinforced the roadbed, repaired the irrigation canals, improved the signalling system and did certain reinforcement work on the curves. The purpose seemed to be to prepare the railways for bearing the load of heavy Soviet trains. Such improvements were undertaken only on the main lines.

26. "The sidelines were wholly neglected. They are rarely used. A few provisional repairs have been undertaken for the sake of goods traffic. If any of these less important railways crossed large bridges or viaducts which were destroyed during World War II, they are not used today. Such bridges have been repaired provisionally with the lines required for goods traffic. On the lines not in use the rails have been torn up. Many hectares are covered with these rails which lie and rust in the open, probably to this day."

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Coastal Activity

27. [redacted] Most men [redacted] knew that the triangle Pillau-Krantz-Drausendorf was a closed and military area to which not even all MVD men were admitted [redacted] all work there is done by special military correctional battalions.
28. "The goods traffic to the coastal area via Kaliningrad Krantz was lively, about five to seven 50-car trains daily. More trains came from Eidskuhnen. The freight of these trains was unknown [redacted]. They consisted mostly of box cars. If the cars were open, they were carefully covered with tarpaulins."

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